

Co-day's Advertisements.

HONGKONG PHILHARMONIC SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will take place at 4.45 P.M., on FRIDAY, the 26th instant, at the City Hall.

A. H. BOTTENHEIM, Acting Hon. Sec., Hongkong Philharmonic Society, Hongkong, 17th January, 1900. [76b]

BREAD! BREAD! BREAD!!!

MR. H. RUTTONJEE begs to inform his numerous Patrons that he is now prepared to deliver BREAD in WANCHAI and the EAST END of the City between the hours of 6 and 7 A.M.

CUSTOMERS requiring BREAD to be delivered are requested to kindly notify the same to

H. RUTTONJEE, 13 & 15, D'Almeida Street, Hongkong, 17th January, 1900. [76a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"THALES," Captain Passmore, will be despatched for the above Ports, on FRIDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAURIAK & Co., General Managers, Hongkong, 17th January, 1900. [67b]

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZUKU MARU," Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 21st instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents, Hongkong, 17th January, 1900. [45]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"WOOSUNG," Captain Dawson, will be despatched as above on SUNDAY, the 21st instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 17th January, 1900. [74b]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE," Captain R. W. Almond, will be despatched for the above port, on MONDAY, the 22nd instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 17th January, 1900. [72b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA (DIRECT).

THE Company's Steamship

"SZECHUEN," Captain Hall, will be despatched as above on TUESDAY, the 23rd instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 17th January, 1900. [50b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, HOLO AND CEBU.

THE Company's Steamship

"NANCHANG," Captain Pinkison, will be despatched as above on THURSDAY, the 25th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 16th January, 1900. [73b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"CHANGSHA," Captain Moore, will be despatched as above on FRIDAY, the 26th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 16th January, 1900. [75b]

CHINA NAVIGATION COMPANY, LIMITED.

Intimations.

AN APPEAL.

THE SUPERIORES of the ITALIAN CONVENT, CAIRE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Office, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892. [493]

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. FOWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager, Hongkong, 1st May, 1899.

Intimation.

A. S. WATSON & Co., LIMITED.

WINE & SPIRIT MERCHANTS.

RAINIER BEER.

PURE, SPARKLING

INVIGORATING

AND

HEALTHGIVING.

"Undoubtedly the best Beer that has yet been brewed in America."

PRICE:

Per Case of 6 dozen PINTS.....\$13.50 net.

" 4 " QUARTS.....\$13.50 net.

Sole Agent for Hongkong and South China:

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to "The Manager, Hongkong Telegraph," and not to the Editor. Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the fair discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are required to be forwarded to the Editor in that day's issue not later than Three o'clock, so as not to retard the early publication of the paper.

Advertisements and Subscriptions, which are not ordered for a fixed period will be continued until countermanded. The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JANUARY 17, 1900.

NOTES AND COMMENTS.

THE WAR.

That some big movement is on foot is evidenced by the reports of the last day or two and we shall certainly shortly be in receipt of news of fighting. The news from Ladysmith to the effect that the Boers are shifting their guns from the south side of that town is satisfactory, for it shows either that the sortie of the sixth instant made a decided impression upon them, or that they fear to divide their forces too much in view of the imminence of a British advance from the south. It would certainly have been more satisfactory had we any news as to the new position to be taken up by the Boer guns, whether they have been sent to the north of Ladysmith or advanced towards the Tugela River, but it was hardly to be expected that the beleaguered garrison could be in possession of this information, and so we must rest content without it. We hope that the most sanguine anticipations of our readers will shortly be realized.

USEFUL MOTIONS.

We are pleased to see that the new Members of the Sanitary Board are coming forward with suggestions and we trust that it is not merely a case of new brooms sweeping clean. At tomorrow's meeting of the Board Major Brown, R.A.M.C., will move 4. 1. That the latrine in Elgin Road, Kowloon, be removed. 2. That the matched latrine between Knutsford Terrace and Ormsby Terrace be removed, while Mr. JAMES MCKIE will move "That the Public Urinal situated on the Western Boundary of the Hongkong Cricket Club ground, which at present is an antiquated, insanitary, and obnoxious nuisance, be removed entirely." Major Brown's suggestion is a good one. We have frequently drawn attention to the nuisance created by the Elgin Road latrine, but as was only to be expected, all our hints were ignored. The matched latrine should never have been erected in its present position; it is situated right between two rows of European houses and, from its faulty construction and general insanitary state is a public nuisance and a danger to health. Mr. McKie's motion is also worth attention, and should the two new Members succeed in carrying their motions we trust that they will not be content to rest upon their laurels, but will continue the war against the nuisances created by the Board itself before entering upon any more extended plan of campaign.

THE STAR FERRY COMPANY.

We have heard many complaints anent the management of the Star Ferry Company of late, and we must say that they appear to be well founded. We do not mean to say that the business ability of the managers is open to criticism, for that is not the case, as the excellent price quoted for the shares only too eloquently proves. It is in attention to small matters of detail that the Company

has failed. It is naturally the duty of the managers to consider the interests of the shareholders as much as possible, but the passengers by the ferry launches have also to be considered and there is great room for improvement in this direction. The double-ended boats are run at most inconvenient hours so far as the public are concerned. It is seldom that one of them is put on as the "tiffin launch" or as the "business launch" in the morning. Then too, one of these larger and more comfortable boats might with advantage be run at night, when some function or other is being held in Hongkong which attracts Kowloon residents. Take the night of the first patriotic variety entertainment at the City Hall. Nearly all the Kowloon ladies were present and it was a cold night, yet, when the wharf was reached, it was found that only a small launch had been put on, with the result that the ladies, coming from a hot theatre, had to sit for ten minutes exposed to the cold breezes of the harbour. On arrival at Kowloon, too, there was not a single ricksha to be obtained and everybody had to walk home. Surely the Company could have put a big boat on the run and warned the ricksha coolies! The Company will of course answer that big boats are expensive to run and that providing rickshas is no part of their duty, but we may point out that paying such little attentions to the comfort of passengers would make the ferry service more popular and would induce people to go to an entertainment in Hongkong who would otherwise stop away. Of course, at the present time, the Star Ferry Company possesses a monopoly of the traffic, but this, in view of the growing importance of Kowloon, cannot always remain so and it would pay the Company to build up a reputation for courtesy and consideration for passengers before an opposition starts.

REUTER'S TELEGRAMS.

THE WAR.

Mafeking.

London, January 15th. Mafeking reported "all well" on the 28th December.

Natal.

The Daily Mail Correspondent at Maritzburg 12th instant says that General Warren with 11,000 men, marched eastward from Frere via Weenen; Scouts report that they found no sign of the enemy at Groblers Kloof while they ascertained that Colenso was deserted.

All the Colonial and irregular troops have been placed under General Warren's command.

Cape Colony.

General Wood, with a force of all arms, established a post at Zoutpansdrift, North of the Orange River, on the 6th instant and made a Pontoon bridge.

LATER.

Boer Movements.

The Times Correspondent at Maritzburg, under date 13th instant, says that advances from Ladysmith, by helicopter, state it is persistently reported that the Boers, since their repulse on the 6th instant are moving their guns from the South of Ladysmith.

WEATHER REPORT.

The Observatory report says:—

On the 17th at 11.55 a.m. the barometer has risen slightly on the China coast to the Northward of Hongkong. The high pressure area is still central over N. China. Gradients rather steep, with very strong monsoon on the coast and in the N. part of the China Sea. FORECAST:—Strong N.E. winds; fair.

LOCAL AND GENERAL.

THE amount resulting from the Patriotic Football Matches was \$562.57 not \$562.37 as we stated in last night's issue.

H.E. LI HUNG-CHANG has issued a notice to the public at Canton that he will take over the seals of office on the 18th inst.

OWING to pressure upon our columns we are forced to hold over Japanese Topics by our Yokohama correspondent, until tomorrow.

THE returns of the number of visitors to the City Hall Museum for the week ended 14th January, are:—Europeans 216, Chinese 3,022; total 3,238.

THIS morning at the Magistracy, three brothel keepers were fined \$50 each for allowing females to remain on the premises when contaminated by infectious disease. His Worship said he would deal severely with any more cases brought before him.

"ARTHUR, dear," she said, "I do wish you would not use cigarettes." "Why?" "Because you don't know what is in them." "Oh, yes, I do. Why, for the trifling sum that a cigarette costs you get nicotine, valerian, possibly a little morphia, and any quantity of carbon." "He looked up into his eyes and murmured: "Arthur, dear, it does seem like a bargain, doesn't it?"—Brisbane Review.

OUR Chinese contemporary the Tsun Wan Yat Po contains in this morning's issue, the announcement that the port of Pak Kong is shortly to be opened as a Treaty port. This most desirable event has been brought about by the prosperity that has come to Wuchow since its being opened to foreign trade. Pak Kong is a good sized village in the centre of a densely populated, thriving district and a good trade is expected to spring up. Some foreigners have already bought a few hundred mow of land near Samshui on the expectation of Pak Kong being opened to foreign trade. The villagers themselves are sensible of the difference in the value of land the change will mean, as where previously land was sold at \$10 a mow it is now difficult to find a seller at \$100, and even at the latter price, foreigners are hastening their arrangements as a further rise is expected.

THIS afternoon at the Magistracy, before Mr. Gompertz, an enquiry was held into the circumstances attending the death of a Chinaman, an employee of the Hok On Cement Works, Kowloon, who was found dead on the premises after they had been closed up for the night. The evidence showed that the man had fallen from a roof. His Honour found "Accidental death from falling from a height."

MR. MEE CHEUNG, the photographer, has sent us a copy of his photograph of Li Hung-chang and H.E. the Governor, taken at Government House on Monday last. Sir Henry Blake and his guest are seated on a standing behind them are Mr. J. H. Stewart Lockhart, Vice-Consul Pizipios, Viscount Stirling, and Captain Saunders, A.D.C., together with the members of Li's staff, peering over the shoulders of whom is to be seen Mr. Ormsby, the Director of Public Works.

ANOTHER concert in aid of the "Missus and Kids' Fund is going to be held at the Victoria Recreation Club's Gymnasium on the 27th instant. We have had the pleasure of attending the social evenings given by this Club before, and can confidently say that pleasant times we have never had. The tickets, to be obtained from the Secretary and Steward of the Club, are only one dollar, which will never be missed by the individual but which, collectively, will be of the greatest service to the dear ones left at home by our gallant soldiers in South Africa. We must congratulate the members of this Club on the amount they have already forwarded to Sir Thomas Jackson, a nice little \$100, and urge them on to further efforts to give a bumper concert in aid of this laudable object.

THE remarkable career of a marauding rat, says the Liverpool Post, has been cut suddenly and painfully short in Arundel-street, Sheffield. He had taken up his abode at an oyster-shop, and while rambling in search of dainties chanced to get his tail between the open valves of an oyster, which at once closed upon it like a vice. Then the intruder lost all self-command, and boiled. He made straight for his hole, only to find that, although he could enter it, the oyster was too big to be pulled after him, and there he had to stay, head downward, juggling frantically, but in vain. The owner of the shop, on arriving next day, pulled the rat out of the hole, though not without a severe tug, and threw it to the dog. The rat showed fight, but after a brief struggle all was over. The oyster held on all the time, and when seen a couple of hours later was still sticking to its victim's caudal appendage.

A MEETING of the Sanitary Board will be held tomorrow, at 4.15 p.m.

ORDER OF THE DAY.

1.—Report of the Sanitary Surveyor for the Third Quarter of 1899.
2.—Major Brown, R.A.M.C., pursuant to notice, will move—
1. That the latrine in Elgin Road, Kowloon, be removed.
2. That the matched latrine between Knutsford Terrace and Ormsby Terrace be removed.
3.—Mr. JAMES MCKIE, pursuant to notice, will move—
1. That the Public Urinal situated on the Western Boundary of the Hongkong Cricket Club ground, which at present is an antiquated, insanitary, and obnoxious nuisance, be removed entirely.

AGENDA.

1.—Proposal to extend the Central Market on to the ground to be reclaimed in front of it.
2.—An application for exemption from cess on creting ground surfaces.
3.—An application for permission to erect a structure in a private lane.
4.—An application for extension of time to remove Cattle-sheds.
5.—An application for permission to erect two Water Closets on the ground floor of Victoria Buildings.
6.—Report by the Colonial Veterinary Surgeon that the Cattle-sheds of the Dairy Farm Company at Lok-fok are free from infection.
7.—Quarterly return of samples examined under the Food and Drugs Ordinance.
8.—Applications for licences to keep Cattle and Swine.
9.—Further report of the progress of Bubonic Plague at Bombay City for the period 21st November to 4th December, 1899.
10.—Mortality Returns from Macao for the weeks ended the 24th and 31st December, 1899.
11.—Mortality Statistics for the Colony for the week ended the 30th December, 1899.

HONGKONG BOAT CLUB.

A scratch race will take place on the Regatta course at 5 p.m. on Thursday, 18th inst. Starter & Umpire C. H. Grace, Esq.

CREWS.

No. 1 Boat. No. 2 Boat.
Baik,.....Cox. H. Baik,.....Cox.
G. U. Young,.....Stroke. J. Danby,.....Stroke.
R. E. Johnston,.....3 H. Yeates,.....3
C. T. Butsch,.....2 Major Watson,.....2
C. H. Gale,.....1 W. Cumming,.....1

No. 3 Boat.

White,.....Cox.
A. Ellis,.....Stroke.
J. Fredericks,.....3
C. E. Katsch,.....2
Capt Warren,.....1

A launch for Members, friends and the Press will leave Queen's Statue Wharf at 4.45 p.m. for the race.

There will also be a race on Thursday, 25th inst, between a Garrison, a Club and a Jewish crew.

ANOTHER PIRACY ON THE WEST RIVER.

There will be a good opportunity for H.E. Li Hung-chang to show the sincerity of his intentions expressed to the Governor, as reported in a recent issue, as regards the suppression of piracy on the West River. This morning we were informed of a piracy that occurred last Monday, between Kongmoon and Canton. The Sanchee has been notified and so what is the meaning of the "hearty Co-operation" promised by H.E. the Viceroy of the Two Kwangs should soon be seen. The facts as far as we have been able to ascertain are; the Nam Lee, a large steam launch, plying between Kongmoon and Canton, was boarded by pirates on Monday last and had property estimated at \$15,000 stolen; she at once returned to Kongmoon, arriving there at 9.40 p.m. and reported to H.M.S. Sanchee, which vessel by five minutes past ten, was off in search of the pirates.

THE RECENT FIRE AT WEST POINT.

The adjourned enquiry into the recent fire at West Point took place at the Magistracy yesterday afternoon. Representatives from the interested insurance companies being in attendance. The Captain Superintendent of Police (the Hon. F. H. May) conducted the enquiry.

Hong Yu-hung, master of the Wo-ki fire-crackers shop, said his firm had 497 packages of crackers in the Chop Yik Godown when the fire occurred. His firm had about 260 boxes of crackers in No. 256, Praya West, and they were all destroyed at a previous fire. They were not insured. His firm sold crackers like those produced.

To Sir, master of the Man Wo Leung crackers shop, said that at the time of the fire he had 27 boxes of crackers in the Chop Yik Godown. The crackers produced were like those his firm sold.

P. C. (31) Ritchie, a member of the Fire Brigade stationed at West Point, said he was one of the first two firemen to arrive at the fire at the Chop Yik Godown. He seized a hose from the despatch box and went up the lane with it until he got to the third staircase. He started to play on the fire, which was principally on the top floor of No. 3 Godown. P. C. (34) Smith was with him playing on the fire through another window. While they were doing this there was an explosion as though some crackers were going off and then there was a larger explosion which drove out the door alongside of him, and he was knocked down by falling bricks. He also saw large sheets of flame at the same time.

P. C. (34) Smith corroborated. He added that when the second explosion took place—which was about five minutes after the first burning beams were thrown some 50 or 60 feet into the air. After the second explosion he saw a great many bricks on the roofs of the adjoining godowns. The first explosion took place between Nos. 3 and 4 Godowns and the second between Nos. 2 and 3. When the first explosion occurred he did not notice that any other godown besides No. 4 was alight.

Assistant-Engineer Robertson said that when P. C. Ritchie was injured he was coming down the stairs with P. C. Smith, on which Ritchie was standing. Ritchie was injured by some falling bricks caused by the first explosion. Ritchie, Ritchie, part of the roof was blown off and the walls were partly shattered. He was at the entrance to the lane at that time. The second explosion was worse than the first, as everything was sent flying, and the fire spread from No. 4 Godown to the godowns on the other side of the lane. He thought the first explosion took place on the first floor of No. 4 Godown. He could not say where the second took place. In his opinion, as a fireman, had it not been for the explosions the fire would have been put out in half-an-hour.

P. C. (37) Mackay, another fireman, said that in making a search on the site of the Chop Yik Godown after the fire he found the box of cartridges (produced) in No. 3 Godown, the right hand side entering from the lane. The box was lying on the top of a pile of coal hides, and on the top of the box were about two feet of rubbish which had fallen from above. He found some more cartridges at other dates in the same godown. They were all found together in the same place. The cartridges in the box had not been discharged. He searched the other godowns besides No. 2 and found a number of exploded cartridges in No. 3 Godown.

P. C. (19) Brown also deposed to finding exploded and unexploded cartridges in No. 2 Godown. He also found the lumps of lead produced in the same place.

Captain Langham, an officer of the Ordnance Department, said he had made experiments with crackers like those produced. If 500 or 600 boxes of the crackers exploded they would do a considerable amount of damage, and would spread the fire by scattering debris.

Otherwise he would say the effects of the explosion would be purely local. As the result of his experiments he should say that precautions should be taken in the storing of crackers.

Mr. F. Browne, Government Analyst, said he had made experiments with saltpetre and sulphur, which when heated together. He found that when heated together above the melting point an explosion resulted. He had visited the site of the Chop Yik Godown since the fire. He examined No. 4 Godown and found there some melted saltpetre. He had taken a sample of ordinary saltpetre which he found in the godown. He also went into No. 6 Godown where he found that a large quantity of saltpetre had been liquefied by the heat, there being a layer, one foot thick. It was not necessary to have a great heat to fuse sulphur and saltpetre together. He did not consider that the saltpetre in the godown there would not have been in the godown there would not have been an explosion.

Captain Superintendent May said that this was all the evidence he could usefully bring before the Court.

His Worship said he thought charges were entered against several persons for storing explosives.

His Worship said—If Captain May had not done so he should have issued warrants.

The enquiry was then closed, his Worship remarking, as he ordered the premises to be released, that he did not know that any expression of opinion from the Court was required or was desirable.

The Captain Superintendent said the storage of these crackers would receive his attention, and he hoped that soon there would be a law passed by which this foolish proceeding of storing crackers without any precautions would be put a stop to.

His Worship said he thought it would be as well if he sent a copy of the depositions to the Government.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by correspondents in their columns.]

THE QUESTION OF TORTURE.

TO THE EDITOR OF THE HONGKONG TELEGRAPH.
SIR,—In your "Notes and Comments" of yesterday's issue you say in referring to Li Hung-chang "The dictates of Oriental courtesy would prevent him from doing aught but agree with Sir Henry while a guest beneath his roof and it is a significant fact that when the question of torture was brought up Li could not even make a pretence to promise anything." Your remarks are fully borne out by the report of the interview in the Telegraph and the reply of the distinguished visitor—as he is called—to His Excellency the Governor's statement that he insisted on no torture being inflicted on the prisoners handed over by the Government to the Chinese Authorities is rather amusing and quite in accordance with Oriental diplomacy of which Li is a pastmaster. But Sir, especially on account of the unsatisfactory nature of the new Viceroy of Canton's reply, I venture to hope that His Excellency the Governor will insist on a guarantee being given that torture will not be inflicted in the case of every prisoner handed over to the Chinese Authorities and in doing so, His Excellency will only be carrying out the instructions of the Colonial Office to the Hongkong Government. It is regrettable that the Hongkong Government has not been able to get the Hon. W. T. Mercer, who is a prisoner, should they be surrendered to the Chinese Authorities.

unless guarantee be given that the rendered prisoner be not subject to any torture. His Excellency must be aware of this, and unless the required guarantee, and a substantial guarantee, be given it is clear no prisoner ought to be handed over to the Chinese Authorities, as Sir Henry shows clearly that he intends to inflict torture if he deems it necessary to "jog" the prisoners' memory.

Yours, etc., C. A.

Hongkong, January 17th, 1900.

THE WEST POINT BUILDING COMPANY, LIMITED.

The following is the Eleventh Report of the General Agents for presentation to the ordinary meeting of shareholders, to be held at the Company's Offices, Victoria Buildings, at 11.30 o'clock a.m. on Wednesday, the 24th January, 1900.

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remained the cannon to a safe distance. But at last, to the delight of everybody, Long Tom himself was discovered, snugly ensconced behind a parapet of sandbags no less than 3 ft. thick. A 4-inch howitzer was found in an emplacement hardly less strong, with a Maxim gun between the two—posted there, apparently, for the purpose of repelling any such assault as the one we had actually delivered.

Lieutenant Turner, with a party of two sappers and six artillerymen, at once took charge of "Long Tom," and, getting to work with crowbars and hammers, smashed the breech, and the elevating gear. Two charges of gun-cotton were then placed in the breech and muzzle, and connected with fuses. While "Long Tom" was thus being provided for, similar attentions were bestowed on the howitzer by Captain Fowke and the other sappers and gunners.

The preparations being complete, General Hunter ordered the men to make their way back down the hill, and the fuses were set light, with the burning ends of the fuses' cigars. Everybody fell back, with the exception of Captain Fowke, who remained midway between the big guns, and, after a couple of minutes' suspense, a loud report showed that our object had been accomplished. Captain Fowke hastened to examine the *howitzer*, and found that the six gun had swung high into its muzzle, which was badly bulged, and that the breech and rifling had been destroyed beyond all chance of repair. The howitzer was in an even worse plight, the explosion having wrecked the carriage as well as the gun.

The British Prisoners at Pretoria.

HOW THEY ARE TREATED.

The following are extracts from letters communicated to the *Times*, which have been received in this country from officers who are prisoners of war at Pretoria. The first, dated November 1, says:

"I never entered my head when I last wrote to you two or three days ago that my next letter would be written from here; but fortune has been unkind to us, and here the whole, or nearly the whole, of my regiment is, having been taken prisoners of war. All letters are read before being posted, so I can say nothing of what led to it, or how it happened. It is a terrible business. There is one thing, you need fear for me no more, as my fighting in this war is over, though I wish from my heart my safety had not been gained in this manner. I have been twice since I left you I did not expect to be spared to see you again, as both times I was under a terrible hot fire, bullets, happily pointing round me. One thing of importance I must tell you. From the day I was taken prisoner till I commenced soldiering again, which may be any time, I shall not draw a penny, of my pay, though they may on my return give me in a lump sum, when I shall have to get an entire outfit of uniform, having lost everything, as our heavy baggage was by mistake sent after us to Dundee and fell into the hands of the Boers. I have lost over £200 worth of kit, but do not expect to get any compensation. I myself shall not want money as the Transvaal Government provides us with necessities, and I have been doing without luxuries since we left Dundee a fortnight ago, so I am a bit accustomed to roughing it, and hope I shall be able to get through the time here. The worst of it is the extreme dullness, as we are only allowed to go out on the racetrack, and nowhere in the town, so there is nothing to do or see. They treated us with every kindness after capturing us, and here, where we have just arrived this morning, we are all in a large shed on the racetrack. There are about 50 officers prisoners. Of course we had nothing but what we stood up in, but the authorities are giving us all necessities and food, but the time will hang very heavily on our hands, and I really don't know how I shall exist till I am released. There will soon, I fear, be a dearth of notepaper, as what we have been given us by some kind person, but who I do not know. We are all teetotalers, as we are not given any spirits, and in fact all spirits are forbidden to be sold in the Transvaal during the war, and all liquor shops and refreshment rooms are closed; a very wise proceeding, but unpleasant for us."

November 4th.—Since writing we, the officers, have been moved from where we were to the Model Board School. It is much more comfortable, as it is a properly built building, and has a big room, where we all feed, and class-rooms, where eight of us sleep in each room. We are being very well treated and are given necessities. The food is plentiful though plain, and we are allowed to supplement it by buying things. Then we have each been presented by the Government with a suit of muffs, a toothbrush, a flannel shirt, a pair of socks, a pair of slippers, a bed, blanket, pillow, braces, and a towel each. So, you see, we are comfortable enough, and the only thing we feel is the restrictions on our liberty. This, of course, is unavoidable, unless we were let out on parole. We cannot go out of the enclosure at the back of the school, so find it very hard to get any exercise, as walking up and down a strip of garden is as uninteresting as walking up and down a ship's deck. We hear no news of any kind, either about the war or European concerns. The great difficulty is to get something to do. One gets very tired of reading all day. I wish we had some chessmen. I wonder if I shall ever get a letter from you."

The other letter, dated November 3, says: "Of course, it is anything but pleasant to be a prisoner, but you need not have any anxiety about me. I am fit and the Boers are most kindly supplying us with the necessities of life and a good many comforts besides, and I hope they will extend their generosity to the forwarding of letters. I am afraid I've lost all my kit, and have very little money, but don't think it's any good sending me any, though I hear they will take a cheque on Cox and Co. We are in comfortable quarters in the School of Art buildings here, but strictly guarded, as they do not seem to understand the meaning of the word 'parole,' though in other respects they are most kind."

BY THE MAIL.

[From *London Papers*.]

Our Late Army-P.M.O.

Surgeon-General Evans, the principal medical officer of the Western District, has received orders to leave in readiness at the Military Hospital, Devonport, 160 beds for the reception of the wounded officers and men to be sent home from the Cape.

The Late Captain Wrottesley's Estate.

The late Captain the Hon. William Wrottesley, 4th Dragoon Guards, son and heir to Baron Wrottesley of Wrottesley, who died on his voyage home from India, leaves estate valued at £5,939 11s 4d.

A Beautiful Maid of Honour.

The Queen has had during her reign many beautiful maids of honour. Miss Adeline Lotus was a very handsome young woman, 20 years of age, was the Hon. Miss Blyth. But by far the prettiest maid of honour the Queen has had in many years is the newly appointed Miss Dorothy Vivian, one of the daughters of Lord Vivian, who died at his post as Ambassador at Rome some years ago. Her mother, a Miss Duff, was also remarkable for her beauty.

Lady Methune.

Whilst her husband is in Africa Lady Methune is staying quietly at Corsham Court, the family palace in Wiltshire, where she is engaged in a pious and useful work, in dispensing patriotic charity, in which she is ably assisted by Mrs. Hobbs, the wife of Major Hobbs, who was captured by the Boers at Willow Grange whilst tending a wounded comrade upon the field of battle. The response of Wiltshire folk to the call of patriotic charity has been so abundant that Lady Methune has been exceedingly busy.

Sir Redvers Buller.

Among the numerous birthday congratulations received by Sir Redvers Buller on 7th ult., was one from the Johannesburg Devonian Society, which concludes as follows:—"Allow us to express the pride which we temporarily feel that such a worthy son of Devon should have been chosen to fight wrong and ultimately to change the Vierkluis for the old Union Jack to wave over our homes in the land of our adoption."

A Lady's Military Funeral.

The very rare spectacle has been witnessed at Colchester of a woman's military funeral. Sister Barbara Milne, of the Royal Army Nursing Department, who died in the Garrison Hospital, having been buried with full military honours. The remains were borne upon a gun-carriage, headed by the band of the Royal Warwickshire Regiment playing solemn music. The coffin was covered with a Union Jack, and many lovely wreaths from General Abadie, C.B., Colonel Maturin, R.A.M.C., and the nurses and patients at the hospital. The general and staff officers and the Bearers Company, R.A.M.C., formed part of the procession to the cemetery.

A French View of Dr. Leyds.

M. Yves Guyot, discussing in the *Sigle* a letter from M. Van Houtel, who speaks highly of Dr. Leyds, says that Dr. Leyds was recruited with other Dutch officials by Mr. Kruger on the occasion of the latter's visit to Europe. Mr. Kruger knew that the Boers were incapable of becoming good officials, and refused to take Afrikaners, whom he did not consider to be sufficiently Anglophobe. Dr. Leyds, M. Guyot continues, was sent to Europe with the sole object of preparing for the war. M. Guyot throws the responsibility for present events on the Boer Government, which in 1894 was poor, and which owes its wealth to the Outlanders, whom it treats as adventurers.—*Reuter*.

Wouldn't See Him Done.

Lord Kimberley, it appears from a story told in the *Daily Chronicle*, grants pensions of six and seven shillings a week to his aged servants. One of his ancient cooks, and the best idea in addition to the pension from his lordship, he was entitled to out-herd the Guardians. Accordingly, he made an application, which was refused on the ground that he was already in receipt of a sufficient pension. The old man went straight to Lord Kimberley, and asked if that was fair. On being assured that it was, he at once offered to resign his pension and go into the workhouse, "for," he declared, "I won't see your lordship done over this." The story was cited as a proof that the dislike of the workhouse is not so general as is supposed. It probably only showed the old man's desire to save his master's pocket at the expense of his own feelings. Happily, however, he did not go into the workhouse.

Major-General Yule.

Universal sympathy and wishes for a complete and speedy recovery will attend Major-General Yule, invalided home from South Africa. His task was one of the most trying of any that have been set to a commander in this war, with the aggravation that it could not be accompanied by any blaze of glory. But he showed that there was even more in him than had already appeared in his good services as a subordinate in Afghanistan, Burmah and Afridiland. He had to take command at Dundee when his chief fell in the middle of a battle, and then he had to conduct a dispiriting and hasty retreat from an untenable position, through awful country and in awful weather. All the world knows how ably and successfully he brought his wounded army to Ladysmith; and it cannot be wondered that the strain broke him down after his task was done.

Crisis in the Leather Trade.

The unattractive prospect is held out to the public of having next year to pay much more for their boots and shoes, and, in fact, for all articles made of leather. This is attributed to a whim of fashion, which has caused a demand, especially by ladies, for boots and shoes of lighter and finer substance than that which was formerly fashionable. The result is that skins of full-grown animals are no longer in demand, and large numbers of young animals have been killed in all parts of the world instead of the usual proportion being allowed to arrive at maturity. There is now, says the *City Press*, a crisis in the leather trade, and the fine-grade kid-skins which ladies insist upon having for gloves and dainty shoes will soon be at famine prices, and smart "patent-leathers" the luxury of the rich.

M. Jean Hess Speaks.

M. Jean Hess gave a lecture at Paris on 15th ult. on his journey to the Far East, and discussed the question of the political and commercial interests of the great Powers in China. The sort of nonsense he talked will doubtless be palatable in Paris at the present moment. He wished, he said, to destroy the legend regarding British claims in that country. Great Britain contended, on the ground of her economic supremacy, that the Yangtze Valley should form part of her sphere of influence. As a matter of fact, those who provided the Yangtze people with the means of living, by purchasing their produce, were Russians, Frenchmen, Americans, and Germans. There were no, or few, Englishmen there.

Mr. A. H. Savage Lander.

Mr. A. Henry Savage Lander, in the course of a letter to the *Times*, writes: "To dispel once for all the impression created by attacks impugning the accuracy of my observations and surveys during my journey in S. W. Tibet in 1897, may I state that Sir Clements Markham, president of the Royal Geographical Society, properly anxious to establish the truth, ordered a new and thorough examination to be made into my geographical work by Mr. John Cole, professional expert of the society. Mr. Cole's report was read to me by Sir Clements Markham, and it is to the effect that my observations for latitude, longitude, and altitude were accurately taken and the plotting work well done, proving therefore the accuracy of the observations. Mr. Douglas Freshfield, absolutely unimpaired."

M. Cornely's Report.

At a time when the latest sort of French journalist is reveling in transports of delight over the reverse sustained by General Canrobert, there is, perhaps, something more than mere coincidence in the fact that one of the most-mentioned names in the most-able and respected of French journalists should have taken

occasion to speak his mind about his bastard brethren. "There is still time," writes M. Cornely, in the *Figaro*, "to define and establish the responsibility of that Press which is one of the most degraded and ignominious feature of our national life." There is still time. But who can say whether, if the truth were known, the time is not short? Who knows when some incident may not happen which may enable that portion of the Press which is deliberately obeying the Government and to attain its nefarious end? Still, it is something that there should still be men who, like M. Cornely, are not afraid to tell the truth about these would-be disturbers of the world's peace.

Wintry Weather.

Winter, says a mail paper, has thrown a mantle of snow over the British Isles, the fall in Scotland and the North of England being much heavier than in London. In many parts it is lying on the ground to a depth of from six to eight inches, dislocating train and, in some instances, railway traffic. In the Shires the snow and frost have put a stop to all hunting, while from Warwickshire skating is reported. The snow in London quickly melted into an unpleasant slush. Several skating casualties have already been reported from the North. The wintry weather has already had an untoward effect on the health of London, especially with respect to influenza. The fatalities attributable to this unpleasant bilateral visitor last week reached a total of forty-two, or more than double what the average has been since the spring.

The "Figaro" Talks Sense.

Once more the *Figaro* has done France a real service by daring to take what is, unfortunately, the unpopular line with regard to French relations with England. This has been achieved by seeking an interview with M. Lockroy, who, as an ex-Minister of Marine, must be admitted to speak with a certain amount of authority on naval matters. M. Lockroy declares roundly that the English are more than twice as strong as the French. "They can face France and the Triple Alliance quite by themselves." That, M. Lockroy holds, is principally due to the number of British coal stations all over the world as compared with the absence of French equivalents, and the defenceless condition of such as there are. In these circumstances, M. Lockroy's last word is: "Let the insolence of England, the Queen, and her Ministers calm down; let them calm down!" And so say all of us. But what's pity it is that a few more Frenchmen who know the facts about the navies of France and England do not utter similar words of truth and soberness, and there are not a few more papers ready, like the *Figaro*, to give them publicity.

NAVAL NOTES.

Promotion for Prince Henry.

A telegram from Berlin announces that Rear-Admiral Prince Henry of Prussia has been promoted to the rank of Vice-Admiral.

The "Centurion's" Relief.

The *Centurion*, a sister ship to the *Canopus*, whose completion has been rapidly pushed forward at Chatham, is destined, it is rumoured, to be believed, to relieve the *Centurion's* flagship on the China Station.

Death of Capt. Patterson, R.N.

Captain John Cunningham Patterson, R.N., retired, died at Southwick, Sussex, on 11th ult., of double pneumonia, after a few days' illness. We may recall the fact that his sea-service enabled him to save a squadron of gunboats while in command during a typhoon off Hongkong. While in command of the gunboat *Grasshopper*, Captain Patterson received the thanks of the King of Siam for services rendered in that country. In 1895 he received his lieutenant's commission, and was promoted to commander in 1898. He commanded the *Albatross*, doing the duty of senior officer for part of the command, and at the signing of the new treaty on the occasion of the Rajah's installation as Ruler of Perak, Straits Settlements, in January 1897. When in command of the *Albatross*, Captain Patterson received the thanks of his Commander-in-Chief and of the Grand Duke Alexis for his services in rescuing a Russian warship from a position of great peril.

Russian Navy Estimates.

The Russian Navy Estimates for the year 1900-1901 provide for an outlay of \$7,500,000, or, roughly, representing an increase of nearly half a million sterling on the expenditure for the year now drawing to a close. The most significant feature of the programme for next year is the proposed increase of the naval personnel. At present, the active force is supposed to number 41,000 officers and men, which is considerably less than half the strength of the personnel of the British Navy. It is proposed to increase this active force to 52,250, provision being actually made for this large augmentation in the new estimates. The increase of the Russian estimates by nearly half a million sterling does not, however, provide for increased activity in shipbuilding. A great part of this money is to be devoted to strengthening the defences of Port Arthur and of Vladivostok, leaving only half a million roubles (about £33,000) to swell the votes for actual shipbuilding. Eight new battleships are in course of construction, of which only one, the *Rostislav*, will be under 12,000 tons displacement. The Russian squadron in China waters is to be further augmented by the despatch of the battleship *Petr Pavlovich* (recently at Plymouth), the gunboat *Gilguyak*, and the cruiser *Nachimov*, which has been to-buited. Another battleship, the *Volynia*, with the cruisers *Varyag* and *Admiral* (two transports, carrying submarine mines, and ten of the destroyers) now building, are all destined to reinforce the squadron in Chinese waters early next year.

The "General Admiral Apraxine."

The *St. Petersburg* states that there is good reason to hope that the Russian battleship *General-Admiral Apraxine*, which recently grounded on the coast of the island of Godthaab, will be got off. An examination of her position has shown that the rock has penetrated into the hull not 3 ft., as at first reported, but only 1 ft. It follows from this that the damage done does not reach higher than the second bottom. Moreover, the rock on which the vessel rests is perfectly smooth except that the portion near the bow is pointed. Nine charges have been exploded with the object of blowing away the rock, and the blasting operations are to be continued, but the dynamite cartridges will be employed at a greater depth than hitherto in order to avoid injury to the ship.

New Gun Mounting.

Some time ago the *Dredge*, a boat belonging to Sir William Armstrong, Whitworth, and Co., was sent by the great Elswick firm to the Admiralty in order that the Armstrong mounting for the new 12-in. gun might be fitted and tried on her. This mounting is designed for the *Camden* group of ships; the mounting proposed for the *London* group—the difference between the two sets of ships consists only in a slight alteration in armament—is to be fitted on the gunboat *Excellent* by Messrs. Vickers, Sons, and Maxim. Both mountings are designed for the purpose of enabling the big guns to be worked, if necessary, entirely by hand, and both are to be ready by Christmas.

The New 12-inch Gun.

There has just been erected at Portsmouth a new mounting, manufactured by Messrs. Vickers, Maxim, and Company, to carry their latest 12-in. gun. This gun, which is the most formidable weapon of its kind, is to be placed in the new battleships *Glory* and *Irresistible*. Each ship will carry four—two forward in the barbettes, and two aft, similarly mounted—and will thus have the most powerful main armament of any of our battleships up to date. The gun is 41 ft. 6 in. long, about 6 ft. longer than the 12-in. gun now in use. It has an effective range of great length, and is credited with sufficient muzzle energy to carry a projectile from Calais to Dover. The mounting, although constructed to carry such a formidable weapon, is 4 cwt. lighter than the mounting now in use, and is fitted with a chain rammer, which is designed to facilitate rapid loading. Before being placed in the ship, the mounting is to be thoroughly tested by the staff of the *Excellent* gunnery establishment. Preparations are also being made to test new mountings designed to carry the 12-in. Armstrong wire guns that are to be mounted in the barbettes of the *Formidable* and other new battleships of that class.

SHIPPING REPORTS.

Captain Williamson, of the steamship *Chonfa* from Saigon, reports:—Strong monsoon and sea, clear weather throughout.

Captain Passmore, of the steamship *Thales*, from Swatow, reports:—Strong monsoon, considerable sea, clear and fine. Vessels in Swatow:—*Phanang*, *Pellerophon*, *Shenking*, *Tyrm*, and *Thaichang*.

NOTANDA.

CALENDAR.

JANUARY.

Meteorological means based on fifteen years' observations to 1896.
Barometer.....30.159
Thermometer.....59.7
Humidity.....74
Rainfall.....1.545

TO-DAY.

WEATHER REPORT. On date at the rate at
m.m. a.m. p.m.
Barometer.....30.38 30.30
Temperature.....58 57
Humidity.....67 74
Rainfall.....

TO-DAY.

Wednesday, 17th January, 1900.
Chinese—17th of 12th moon of 25th year of Kwang-shi.

Sun—Rises.....6hr. 45min.
Sets.....5hr. 35min.
High water—Morning.....11hr. 40min.
Afternoon.....9hr. 45min.
Low water—Morning.....4hr. 15min.
Afternoon.....3hr. 20min.

ANNIVERSARIES.

1706—Benjamin Franklin born.
1837—The Hongkong passage boat *Wing-sun* captured by pirates.
1878—Mr. C. W. Goodwin, Acting Judge of H.B.M.'s Supreme Court for China and Japan, died at Shanghai.
1879—Hongkong Opium Farm let for three years to Tan King Sing for \$205,000 on the last rental.
1885—Battle of Abu Klea.
1889—The Tai-wo gate at the Palace, Peking, destroyed.
1897—Death of George Augustus Sale.

TO-MORROW.

Thursday, 18th January, 1900.
Chinese—18th of 12th moon of 25th year of Kwang-shi.

Sun—Rises.....6hr. 45min.
Sets.....5hr. 35min.
High water—Morning.....11hr. 25min.
Afternoon.....10hr. 15min.
Low water—Morning.....4hr. 45min.
Afternoon.....3hr. 45min.

ANNIVERSARIES.

1850—Blockade of the Pivieux by Admiral Parker.
1867—Great gunpowder explosion in Hongkong harbour.
1871—King of Prussia proclaimed Emperor of Germany.
1884—General Gordon despatched to the Sudan.
1885—Steamer *Waxton* lost on Saigon coast, crew saved.
1896—Death of Prince Henry of Battenberg.
1897—The *Centurion* submitted to Great Britain. Foundation stone of the new premises of the Po Leung Kuk Society laid by H.E. the Governor.

AGENDA.

TO-DAY.

Cargo ex *Gisela* subject to rent.

H.K.V.C. ORDERS.

5.30 p.m.—Company and Carbine Drill for recruits of all units.
5.30 p.m.—"E" Co. Company and Arm Drill.
5.30 p.m.—"E" Co. Company Drill.
5.30 p.m.—Practice for unenrolled Drummers.
6.7 p.m.—Band Practice.

TO-MORROW.

Indo-China steamer *Taiyang* leaves for Singapore, Penang and Calcutta.

H.K.V.C. ORDERS.

4.30 p.m.—F.B., "A," "B" and "C" Coys Range Finding Class, with mekometer.
5.30 p.m.—Trumpeters' class.
5.30 p.m.—F.B., 2.5" Gun Drill at Kowloon Dock.
5.30 p.m.—"A," "B" and "C" Coys Gun Drill at East Point.

FRIDAY, 19th.

Cargo ex *Sachsen* subject to rent.
Cargo ex *Trieste* subject to rent.
H.K.V.C. ORDERS.
5.30 p.m.—Signalling class.

SATURDAY, 20th.

N. P. R. steamer *Dreaghshire* for Victoria B.C. and Tacoma.
Noon.—P. & O. steamer *Assistia*, leaves, with mails, for London.
1.30 and 1.45 p.m.—Royal H.K.V.C. Third Club Race resailed.

Entries for the Hongkong Spring Races close.
SUNDAY, 21st.
C. & O. steamer *Corinthia* leaves for San Diego and San Francisco.
1.30 and 1.45 Royal H.K.V.C. Sixth Club Race resailed.
Daylight.—O. & O. steamer *Coptic* leaves for San Francisco.

MONDAY, 22nd.

Cargo ex *Onaga* subject to rent.
Cargo ex *Onaga* subject to rent.
Cargo ex *Onaga* subject to rent.
C. & O. steamer *Regulus* subject to rent.
N. H. A. steamer *Amelia* leaves for Havre and Hamburg.

3 p.m.—"Dunottar," to be sold by Auction, on the premises.

TUESDAY, 23rd.

O. S. steamer *Amelia* leaves for London.

Noon.—Extraordinary meeting of the China Provident Insurance Co. Ltd.

3 p.m.—Auction sale for spaces, to erected booths and marked for Races, on the spot.

WEDNESDAY, 24th.

11.30 a.m.—Eleventh Ordinary Meeting of the West Point Building Co. Ltd. at Company's offices, Victoria Buildings.
12 noon.—Twelfth Ordinary Meeting of the Hongkong Land Investment and Agency Co. Ltd. at the same place.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Amelia*) to-morrow.
English (*Chusan*) 19th inst.
Indian (*Chelidra*) 19th inst.
English (*Bengal*) 20th inst.
Tacoma (*Tacoma*) 20th inst.
Canadian (*Empress of India*) 22nd inst.
German (*Karlsruhe*) 23rd inst.
German (*Oldenburg*) 23th inst.
American (*Gaelic*) 3rd prox.

MAILS DUE.

The steamer *Pyrrhus* left Singapore to-day (16th) and is due here on Sunday 21st.

MAILS DUE.

The N. P. S. S. Co.'s steamer *Sikh* sailed from Tacoma for Japan and Hongkong on the 14th inst.

MAILS DUE.

The N. P. S. S. Co.'s steamer *Glenage* has arrived at Yokohama and sails for Hongkong to-day.

MAILS DUE.

The steamer *Chelidra* from Calcutta and Straits left Singapore for this port on Saturday 13th inst. at 5 p.m.

The N. Y. K.'s steamer *Yawata Maru* (Australian line) left Kobe 7th Moji and Nagasaki for this port yesterday and is expected to arrive here on the 23rd inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India* arrived at Kobe at 5 p.m. on Tuesday 16th inst. and that port at 4 p.m. to-day for Hongkong 7th Nagasaki and Shanghai.

MAILS DUE.

The P. M. S. S. Co.'s steamer *China* with mails etc., which left hence, December 20th for San Francisco via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 15th inst.

MAILS DUE.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isle de Cuba.....at Kowloon Dock.
Isle de Luzon....." "
H.I.G.M.S. Hertha....." "
H.I.G.M.S. Giffen....." "
U.S.S. Monadnock....." "
Kiangtung....." "
Trafalgar....." "
Powen....." "
Kishin Maru....." "
Yamato.....Cosmopolitan.
Daphne....." "

PASSED THE CANAL.

Outward—22nd December—*Habsburg*, *Kanagawa Maru*, 30th December—*Astoria*, *Benvenue*, *St. Jerome*, *Indus*, *Dart*, *Lodokken*, *Lymanus*, *Olypsos*, 2nd January—*Ceylon*, *Bracemar*, *Emma Lyukin*, *Oldenburg*, *Samaki Maru*, *St. Andrews*, 5th January—*Laos*, *Nestor*, *Teenkai*, *Erzerzog*, *Ferdinand*, *Denishjager*, *Ormaraz*, 9th January—*Glenrath*, *Tuskar*, 12th January—*Axon*, *Calchas*, *Sudo Maru*.

PASSED THE CANAL.

Homeward—12th Jan.—*Apollonia*, *Savonia*.

SWATOW WEEKLY SHIPPING REPORT.

Auctions.

PUBLIC AUCTION.

BY ORDER OF THE REGISTRAR OF THE SUPREME COURT.

THE Undersigned will Sell by PUBLIC AUCTION,

on FRIDAY, the 19th January, 1900,

at 11 o'clock, at the SALES ROOM, ICE HOUSE STREET.

Several BICYCLES, TYPEWRITERS, one FILTER, one CHURCH'S SAFE, one BLACK-SMITH'S FORGE and a Quantity of MECHANICS' TOOLS, &c., &c.

Seized under Distraint for Rent and Writ of Execution, the Property of

M. MERGENTHALER.

TERMS:—As Usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 15th January, 1900. [64b]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

on MONDAY, the 22nd January, 1900, at 3 P.M.,

at the SALES ROOMS, ICE HOUSE STREET.

THE VALUABLE PROPERTY KNOWN AS "DUNNOTTAR,"

on Rural Building Lot No. 20. The Peak.

For further Particulars, apply to Messrs. LINSTED & DAVIS,

and/or HUGHES & HOUGH, Auctioneers.

Hongkong, 15th January, 1900. [57b]

PUBLIC AUCTION.

THE Undersigned will Let by PUBLIC AUCTION,

on TUESDAY, the 23rd January, 1900,

at 3 P.M., on the Spot.

THE SEVERAL LOTS numbered 1 to 19 on Plan to be seen at the AUCTIONEER'S OFFICE,

for Erection of Booths and Markets on the Government Ground adjoining the Race Course, North of the Grand Stand enclosure.

TERMS:—As Usual.

For Conditions of Sale, apply to HUGHES & HOUGH, Auctioneers.

Hongkong, 15th January, 1900. [62b]

Notice of Firms.

NOTICE.

THE WANCHAI GODOWNS.

WE the Undersigned have This Day been appointed AGENTS for the above Godowns, all Applications for Storage of Goods should be made to us.

T. RAUCHENSTEIN & CO., 12, Beaufort Road.

Hongkong, 3rd January, 1900. [20a]

THE WANCHAI GODOWNS.

WE have This Day appointed Messrs. T. RAUCHENSTEIN & CO. to be AGENTS for the above Godowns, all Applications for Storage of Goods should be made to them.

TANG LAP TING, MOK KUN HUI, MOK YUEK LUI.

Hongkong, 3rd January, 1900. [21b]

For Sale.

JAPANESE CURIOS.

JUST RECEIVED.

Plenty of TOYS AND FANCY GOODS, AT

MODERATE PRICES.

No. 12, Beaufort Road, Opposite the City Hall.

Hongkong, 16th December, 1899. [41]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS,

SICK HEADACHE, CONSTIPATION, NERVOUS STOMACH,

IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:—

WATKINS & CO., APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong. [44]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1900.

NOTICE.

THE Undermentioned Vessels will sail from CHINA DIRECT

FOR MARSEILLES, PLYMOUTH, AND LONDON.

WITHOUT TRANSIT.

STEAMERS. Ports. Sailed. Hongkong. S'pore.

Parramatta ... 2866 Mar. 27 Mar. 31 April 6

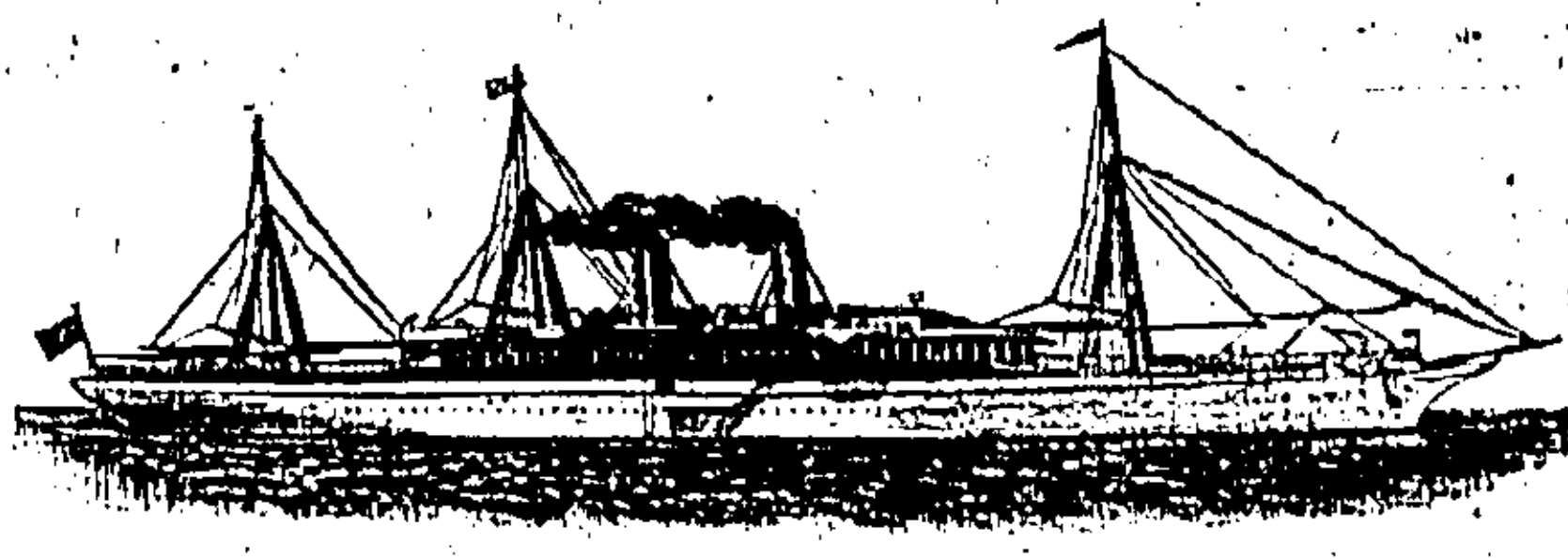
Matilla ... 5026 April 10 April 14 April 20

For Freight or Passage, apply to H. A. RITCHIE, Superintendent, Hongkong.

4th December, 1899. [39]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA ... Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 14th February.

EMPRESS OF JAPAN ... Comdr. Geo. A. Lee, R.N.R. ... WEDNESDAY, 14th March.

EMPRESS OF CHINA ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 4th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddlers' Street.

Hongkong, 17th January, 1900. [3]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship "MASSILIA,"

Captain C. Gadd, carrying Her Majesty's Mails, will be despatched from this office for BOMBAY, &c., on SATURDAY, the 20th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 6th January, 1900. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Sunday, 21st Jan., at Daylight.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 13th Feb., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 10th Mar., at Noon.

THE Company's Steamship "COPTIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 27th instant, at Noon, taking Freight and Passengers for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 17th January, 1900. [28]

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 17th January, 1900. [28]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|---------------|---|------------------------------------|
| KOSAI MARU | AMOI, SHANGHAI, CHEMULPO and NAGASAKI | To-morrow, 18th Jan., at Daylight. |
| MIKE MARU | KOBE and YOKOHAMA | To-morrow, 18th Jan., at 4 P.M. |
| KANAGAWA MARU | KOBE and YOKOHAMA | Friday, 19th Jan., at 4 P.M. |
| KASUGA MARU | NAGASAKI, KOBE and YOKOHAMA | Saturday, 20th Jan., at 4 P.M. |
| YAWATA MARU | MANILA, THURSDAY ISLAND, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE | Friday, 26th Jan., at 4 P.M. |
| KAMAKURA MARU | MARSEILLES, LONDON, ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID | Friday, 26th Jan., at Daylight. |

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 12th January, 1900. [6]

NORDDEUTSCHER LLOYD.



HAMBURG-AMERIKA LINE.

(Freight Service.) (Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE "LEVANT"; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|------------|---------------------------------------|----------------|
| AMBRIA | HAVRE and HAMBURG | 22nd January. |
| Bismarck | (LONDON with transhipment in HAMBURG) | 29th January. |
| WITTE-BERG | HAVRE and HAMBURG | 29th January. |
| Madsen | (LONDON with transhipment in HAMBURG) | 5th February. |
| SILESIA | MARSEILLES, HAVRE and HAMBURG | 5th February. |
| Behrens | (LONDON with transhipment in HAMBURG) | 12th February. |
| HOLSATIA | HAVRE and HAMBURG | 12th February. |
| Bahle | (LONDON with transhipment in HAMBURG) | 19th February. |

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

[27].

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|---|-------------------------------|
| AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) | Saturday, 27th Jan., at Noon. |
| HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) | Thursday, 22nd Feb., at Noon. |
| NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) | Tuesday, 20th March, at Noon. |

THE Steamship "AMERICA MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 27th instant, at Noon, taking Freight and Passengers for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

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Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

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Particulars of the various routes can be had on application.

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Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 4th January, 1900. [7]

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 4th January, 1900. [7]

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Hongkong, 4th January, 1900. [7]

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Hongkong, 4th January, 1900. [7]

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J. S. VAN BUREN, Agent.

Hongkong, 4th January, 1900. [7]

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the China Provident Loan and Mortgage Company will be held at the Office of the Company, No. 9, Praya Central, on TUESDAY, the 23rd of January, at NOON, when the SUBJOINED RESOLUTIONS will be proposed.

Should the Resolutions be passed by the required majority, they will be submitted for confirmation as SPECIAL RESOLUTIONS at a SECOND EXTRA-ORDINARY GENERAL MEETING, which will be subsequently convened.

RESOLUTIONS:

"That the Capital of the Company be increased to \$2,000,000 by the creation and issue of 50,000 New Shares of \$20 each."

"That the commission of the General Managers be reduced to 5 per cent., and that the figure '8' in the sixth paragraph of Article XI of the Articles of Association of the Company be struck out and the figure '4' substituted therefor."

SHEWAN, TOMES & CO., General Managers.

Hongkong, 16th January, 1900. [56b]

"THE ABSENT MINDED BEGGAR."

GRAND NEW PATRIOTIC POEM BY ARTHUR SULLIVAN.

Has created a future unexampled, amazing, immense.

Order at once "for your Credits Sake and Pay, Pay, Pay."

Proceeds given to Patriotic Fund.

ROBINSON PIANO CO., Hongkong, Shanghai & Singapore.

Hongkong, 20th December, 1899. [1580a]

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.

Branch Offices:—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHANG and all Ports in JAPAN.

Agencies:—

THE PHILIPPINES QUESTION.

The public disappointment over the latest news from the Philippines as to the inconclusive character of the operations has, says a New York correspondent, again awakened the demand for the recall of General Otis. That he purposely couched his cables in terms that would support the belief cultivated by, or on behalf of, the Administration that there is now no doubt, *The New York Herald* says that the United States cannot continue its exertions another month without the campaign creating sickness among the men. And the campaign cannot now be ended before ten months, according to the best opinion among the officers with the army in the Philippines, as with the military authorities in Washington.

Business protests against the continued blockade of Philippine ports have resulted in instructions being given to General Otis to open all the ports of the islands as rapidly as they can be garrisoned. This was determined on the 12th Dec. at the Cabinet meeting.

General Otis's advice as to the capture of Mabini, the insurgent leader, are regarded by the officials of the War Department as the most important news which has been received from the Philippines for some months past. Mabini is an old man and paralysed, but he is recognised as the real leader, the man with the brains, of the revolutionary movement.

The War Department has also received a message from General Otis, in which it is stated that Aguinaldo has become a fugitive, and is hiding in the mountains in Northern Luzon in disguise. The bodyguard of the insurgent chief has been destroyed, and he is deserted by all his followers except a few chosen friends. The Administration bases strong hopes on this dispatch, and now fully expects that the end of the insurrection will be brought about before the close of January.

Washington telegram, dated 14th ult., states:—In the House of Representatives today Mr. Williams, Mississippi, introduced a joint resolution, which is the result of a consultation between the Democratic leaders in the House and is understood to be expressive of their general position, declaring that it is the intention and purpose of the United States to recognise the independence of the Philippines and withdraw their forces from the islands, provided the independent Government agrees to refund the \$20,000,000 paid by the United States for them and to give the United States a suitable naval coaling station and grant them in perpetuity free access to all Philippine ports. The resolution also pledges the United States to give the Philippines their friendly assistance in guaranteeing them against foreign interference or aggression for ten years, during which time the foreign affairs of the islands will be under the control of the United States.—*L. & C. Express.*

RUSSIAN VOLUNTEER FLEET.

Some of the information furnished by our Consul at Odessa in regard to the Russian Volunteer Fleet is of a very interesting nature. Ten years ago this fleet consisted of seven vessels, with an aggregate displacement of 21,154 tons. The largest vessel had a tonnage of 3,500, and the highest speed attained was thirteen and a half knots. With a new cruiser now building, the fleet will number fifteen vessels, five being "cruisers" in the proper sense of the word. The contract speed for these cruisers is nineteen and a half knots, but, as the rule, the merchant service speed is thirteen knots, the maximum of the other vessels of the fleet. The Belleville boiler, it is interesting to note, is in favour. As regards the passenger accommodation of this fleet, it is of a high order. The fare from Odessa to Vladivostok varies from thirty-eight to fifty guineas first-class. Second-class accommodation there is none, but usually there are two grades of third-class accommodation. The ports of destination are Vladivostok and Port Arthur. Emigrants are carried in large numbers, and are mostly agriculturists who are settling in Eastern Siberia. An exodus of artisans and trained factory hands from European Russia has also commenced. Some idea of the importance of the service may be gathered from the fact that the number of sailings from Odessa for the Far East in 1898 was thirty, of which only ten were foreign vessels. Of the cargo, 50,400 tons were Government stores, railway material, and munitions of war, and the remaining 25,628 tons were ordinary merchandise. Soldiers to the number of 58,000 sailed for the Far East during the past five years, but only 20,000 returned during that period. A recent decree of the Russian Government, to the effect that the carrying trade between Russian ports must be confined to the Russian flag, will come into force next January, and the effect of this decree in Russian shipping will doubtless be marked. As regards the control of the Volunteer Fleet, the present regulations are in force until 1902. Under these it is provided that a subsidy is paid by the Exchequer to the extent of 600,000 roubles (£63,830) per annum, on the condition that in each of the ten years 1899-1908 the tonnage shall be supplemented by at least 20,000 tons. Vessels of the Volunteer Fleet must complete annually not less than seven voyages at fixed dates between Odessa and the Far East, and ports of call include Nagasaki, Hankow, Koshkoff, and Din, a port of Saghalien. A limit is fixed for tariff rates. The responsible officers of the fleet must be Russian subjects, and the ships are to be manned gradually by sailors selected from among the recruits of the Imperial Navy, who are considered to be on active service so long as they are employed by the Volunteer Fleet. The fleet is under the control of the Minister of the Marine, enjoys exemption from payment of dues for the right of trade and commerce, and its affairs are administered by a committee selected by the Imperial authorities.

GERMANY.

A WEIGHTY SPEECH BY COUNT VON BULOW.

Count von Bulow on 11th ult., in his speech in the Reichstag on the new naval proposals, justified the increase of the navy from a political point of view. He declared that German policy always kept to a quiet middle course, between neglecting and overdoing transoceanic interests. Alluding to the warlike changes and revolutions of the last few years, he said: "I cannot yet believe that a new partition of the earth is imminent. We wish to interfere with no foreign Power, but neither do we wish to allow our toes to be trodden on by any foreign Power, nor to let ourselves be pushed aside (hear, hear) either in a political or in an economic sense. We cannot stand apart giving no heed to the prospects of the future, which have been considerably modified during the last two years, because we now have interests in all parts of the world. The power of the German people has increased, as in the affairs of the universe, and has drawn us into the politics of the world. In the presence of a Greater Britain and a Nouvelle France we have claims to a Greater Germany, not in the sense of conquest, but in the sense of the peaceful extension of our trade and of our points of support. (Cheers on the Right.) We cannot, we will not, suffer that people shall pass to the order of the day and ignore the German people."

(Cheers on the Right, laughter on the Left.) Your laughter does not mislead me for a moment. We have always come easily and readily to an understanding with France in the hitherto isolated colonial conventions which have been made with her. In this respect we have also found in Russia a spirit of friendly accommodation to which we fully and wholly respond. (Cheers.) The President of the United States in his recent Message expressed himself concerning the relations between the United States and ourselves with a warmth which fills us with sincere satisfaction, and so far as Great Britain is concerned we are willing and ready to live in peace and concord with her on the basis of full reciprocity and reciprocal consideration. But just because our external position is now a favourable one we must use it in order to secure ourselves in the future. I wish—all with which this future will be peaceful on land and at sea. We must be secured not only on land but also on sea against surprises; we must create a fleet strong enough to exclude an attack—underline the word "attack," for, in the absolute peace of the sea, it can never be other than a question of defence—to exclude an attack, I say, by any Power. German foreign policy is neither covetous nor restless nor fanciful. The fanciful plans which are here and there attributed to us in the foreign Press are founded on pure invention, and if voices have been here and there in the German Press which have struck a different note, they were inspired from no authoritative quarter nor had they any authoritative sanction.

I am simply fulfilling the duty of my office when I say, in perfect calmness and without any political acerbity, but with absolute conviction, if we do not build a fleet adequate for the protection of our overseas enterprises, of our trade, of our countrymen in distant lands, I remind you of what is now going on in Venezuela, where very seriously jeopardised, and whether we can send only two or three old training vessels, or our missions, of the security of our coasts—we are endangering the most vital interests of the country. But in order to give a plain proof before the eyes of the world and of foreign nations of our determination to create a fleet adequate for defensive purposes it is, in the opinion of the Federal Government, indispensable that the right effective of the fleet—shall be fixed by legislative enactment.—*L. D. C. Express.*

WARM PLACES.

Some facts of considerable interest with respect to the extremes of temperature are given in *Symon's Meteorological Magazine*. The hottest region on the earth is said to be on the south-western coast of Africa. For forty consecutive days in the months of July and August, the thermometer has been known not to fall lower than 100 deg., night or day, and often to run up as high as 128 deg. in the afternoon. Notwithstanding the fact that no water can be obtained from digging wells even 500 ft. deep comparatively numerous population contrive to live in this torrid part, thanks to copious springs, which break forth from the bottom of the Persian Gulf more than a mile from shore. The water from these springs is obtained by divers, who dive to the bottom, and fill goatskin bags with the cooling liquid, and sell it for a living. The source of these submarine fountains is thought to be in the green hill of Oman, about 500 or 600 miles away. The Red Sea is notorious for its heat, and at Massowah a reading of 122 deg. Fahr. is given as the night temperature on one occasion. Some exceptionally high temperatures also occur in Australia. The highest reading on record for Melbourne is 111 deg., at Sydney 108 deg., and at Adelaide 116 deg., this being the highest shade temperature during thirty-nine years ending December, 1896. At Wilcannia, in South Australia, the thermometer has risen as high as 125 deg., in the shade, and on one occasion the temperature is given as 110 deg. in the middle of the night.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—
Arnold, A. K. Kylian
Angier, A. G. Kuster
Abraham, J. Kane, Mrs. O.
Ah Fong, Miss Lochemder, Lord
Alkeck, M. Lillie, J. J.
Amstrong, A. Lanka, J.
Alves & Co. Messrs. Lambir & Dodge, J. E.
Ance, E. Lourential, J.
All, Miss Linse, M. H.
Barker, A. M. Lalobere
Bingham, Mr. & Mrs. Lee, C. A. Lieut.
Barton, W. T. McClelland, Miss
Bücker, A. Moseley, Mrs. M. E.
Brown Bros., N. P. Maitland, R. A.
Butt & Co. Mason, Miss F. O.
Butt, W. S. Maitre, C. E.
Blaschky, A. McGovern, P.
Brown, R. A. McCoughan, E. L.
Bisset & Co., Messrs. Madegain, G.
Baronin, Z. S. Moore, Mrs. M.
Butler, Mr. & Mrs. Mui Yung, Mrs.
O'Brien, R. Montilla, T.
Bourdonnel, B. de Mowrer, R.
Bennet, J. Musaner, Miss
Bennet, Mr. Murray, P. H.
Blake, K. E. Matsumoto, Miss
Baring, T. Mordichundi, A. K.
Banibago, E. M. Mordica, S. R.
Bibb, Angan Mayeda, O.
Browning, Miss B. Macuse, M. A.
Ballard, Anna Macay, A. R.
Brennes, C. Musze, Paul
Brooks, Franklyn Mare, G. L.
Burnett, L. Niven, L.
Carr, Miss H. C. Noria, Miss A.
Charis, W. D. Nagra, W. D.
Cunn, W. T. Natsubari, J.
Close, C. G. Oishi, Mrs.
Churchill, W. Ohatsu, Miss
Christensen, Mrs. B. Otatsu, F. L.
Croback, H. Ogden, F. L.
Cowell, J. M. Otsuna, M.
Capps, W. L. Okane, Miss
Cranton, Miss E. Otono, Mrs.
Clarke, S. J. Oshigo, Miss.
Craig, Miss A. Prynn, F. J.
Chuneha, W. A. Plose, C.
Clifford, G. Plose, Mrs. P.
Chinevala, S. F. Pierce, W.
Crook, Miss N. C. Poller, Rev. H. C.
Conery, R. H. Philippas, J.
Chan Yau Wing Pijnappel, J. H.
Church, Mrs. F. Pierson, Miss
Dawtershaw, Mrs. R. L.
Dauncey, C. Percine, Mrs. R. L.
Duran, A. Peters, M.
Ducat, Capt. C. M. Pntuch, J.
Dele, Mrs. E. Pntuch, J.
Dubber, A. Pntuch, J.
Davies, N. J. Pntuch, J.
David, M. W. Pntuch, J.
Deland, W. Pntuch, J.
Elias, A. Pntuch, J.
Elin, M. Pntuch, J.
Edwards, L. Pntuch, J.
Fierman, M. H. Pntuch, J.
Ferman, M. Pntuch, J.
Forster, R. C. H. Pntuch, J.
Foster, L. Pntuch, J.

Fong Hal
France, G. Mr. and
Franklin, C. S. P.
Glaspe, Mrs. G.
Globe, Mrs. G.
Gels, Mrs. G.
Grosjean, Mons.
Goldshly, S.
Galgoczy, Josephine
Glover, Mr.
Guiberi, E.
Guantz
Gracia, L.
Galley
Ghyke, Mr. and Mrs.
Gregory, Miss L.
Hick, L. A. K.
Hesketh, S. B.
Hold, J. G.
Heward, J. C.
Haimovitch, E.
Hagye, Mrs.
Hill, Mrs.
Hardouin, C.
Hough, C. C.
Holstall, L.
Houman, Miss E.
Hopkins, R. G.
Harrison, Miss L.
Horn, C.
Hoffman, G. M.
Howard, Miss M.
Hunt, G.
Hutchison, C. W.
Hall, J. A.
Hapichian, S.
Heski, Miss M.
Hug, Charles
Hishimi, M.
Jackson, H.
Johnson, G. C.
Japan Importing and
Exporting Co.
Johnston, W. A. J.
Jones, Miss K.
Kynodon, A.
Knoll, Miss L.
Kelly, Mrs. B.
Kimmy, Miss
Kantaw

List of Registered Covers in Poste Restante.
Antonietti, Periolio.
Bonamour, P.
Cassinos, Dr. F.
Crawford, J. R.
Cox, Mrs.
Duarte, Mrs. A.
Ekman, Miss Ida
Elias, A.
Ebrun, Mamon
Foute, Miss E.
Forsyth, G. G. S.
Gajards, J.
Guion
Hartsinck, M.
Hooper, G. W. (4)
Huang, W. St. J.
Harper, C.
Israel, Elisk
Jackson, Sergt. C.
Johnston, W. J.
Kalandar Khan
Khan, Mehta
Kaufmann, W. W.
Kohn, Siegfried
Labey, J.
Machado, A. E.
Mayer, A.
Miller, Miss.
Mugal Khan

List of Registered Covers for Merchant Ships.
S.S. *Chiankung*.....Capt. J. Vaughan.
S.S. *Brookwell Castle*.....J. Rogers.
S.S. *Changsha*.....C. F. Moulle. (2)
S.S. *Calcha*.....J. Williams.
S.S. *Carlisle City*.....Geo. Croft.
S.S. *Changsha*.....J. Miller.
S.S. *Dionet*.....J. Fleming (Baker). (2)
S.S. *Formosa*.....C. Smith.
S.S. *Haitan*.....H. O. Pritchard.
S.S. *Huiping*.....R. Macfarlane.
S.S. *Loook*.....G. Menzies.
S.S. *Lingam*.....Jas. Scott.
S.S. *Potroclut*.....D. Pritchard.
S.S. *Phranang*.....Chief Engineer.
S.S. *Tsianan*.....Capt. Anderson.
S.S. *Tientsin*.....Capt. Dawson.
S.S. *Wongkol*.....Capt. B. B. Igot.

Intimations.
CARBOLINEUM-AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.
Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.
Sole Agents for China, LUTGENS, HINSMANN & Co.
Hongkong, 11th September, 1896. [35]

THE NEW FRENCH REMEDY.
THERAPION.
This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/6 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.
Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [36]

Shipping.
STEAMERS.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"ANTENOR."
Captain Jackson, will be despatched on TUESDAY, the 23rd January.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 11th November, 1899. [1539a]

"BEN" LINE OF STEAMERS.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship
"BENLOMOND."
Captain McInosh, will be despatched as above on or about THURSDAY, the 25th instant.
For Freight, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 15th January, 1900. [63b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"EASTERN."
Captain Ellis, will be despatched as above on SATURDAY, the 27th instant, at Noon. This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from MANILA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 8th January, 1900. [139b]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"AFRIDI."
will be despatched for the above Port about the end of January, and will be followed by B.S. "BIRCHTOR" and "ST. REGULUS."
For Freight, apply to DODWELL & CO., LIMITED, Agents.
Hongkong, 15th January, 1900. [1503a]

"SHELL" LINE OF STEAMERS.
FOR LONDON.
THE Company's Steamship
"COWRIE."
Captain Davies, will be despatched as above on or about the 31st January, 1900.
For Freight, apply to ARNOLD, KARBURG & Co., Agents.
Hongkong, 27th December, 1899. [1613a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"QUEEN ELEANOR."
will be despatched for the above Port, on or about the 1st February.
To be followed by "MORVEN," about the 25th February, 1900.
For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 3rd January, 1900. [19b]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"MENELAUS."
Captain Towell, will be despatched as above on TUESDAY, the 6th February.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 26th December, 1899. [1618a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"TSINAN."
Captain Anderson, will be despatched as above on THURSDAY, the 15th February.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 6th January, 1900. [32b]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"TSINAN."
Captain Anderson, will be despatched on THURSDAY, the 1st February, at Noon. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 6th January, 1900. [33b]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"STENTOR."
Captain Jackson, will be despatched on TUESDAY, the 20th February.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 15th January, 1900. [31b]

Shipping.
STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"TAISANG."
Captain Sawyer, will be despatched as above TO-MORROW, the 18th inst. at 3 P.M.
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 16th January, 1900. [45b]

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"SUNGKIANG."
Captain Moore, will be despatched as above on SUNDAY, the 21st instant.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 16th January, 1900. [71b]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SAMARANG AND SOERABAYA.
THE Company's Steamship
"KANSU."
Captain Somerville, will be despatched as above on THURSDAY, the 23rd instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 13th January, 1899. [1598a]

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
NOTICE.
CONSIGNEES OF CARGO per Steamship "COPTIC."
are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from Godowns upon countersignature of Bills of Lading.
Goods remaining unclaimed after the 19th instant will be subject to rent.
No Fire Insurance has been effected.
J. S. VAN BUREN, Agent.
Hongkong, 12th January, 1900. [2]

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.
CONSIGNEES OF CARGO per Steamship "ONSAUNG."
are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from Godowns upon countersignature of Bills of Lading.
Goods remaining unclaimed after the 22nd instant will be subject to rent.
No Fire Insurance has been effected.
J. S. VAN BUREN, Agent.
Hongkong, 15th January, 1900. [1]

IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.
S.S. "SACHSEN" of the NORDDEUTSCHER LLOYD.
The above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M., TO-DAY.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 19th instant, will be subject to rent.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 18th instant, and MONDAY, the 22nd instant, at 9.30 A.M. All Claims must reach us before the 25th instant, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.
NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.
Hongkong, 12th January, 1900. [22]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.
FROM TRIESTE, FIUME, PORT SAID, SUEZ, ADEN, KARRACHI, BOMBAY, PENANG AND SINGAPORE.
THE Steamship
"TRIESTE,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
From Trieste, ex S.S. *Imperator* transhipped at Bombay.
From Venice, ex S.S. *Carolla* & *Massimiliano* transhipped at Trieste.
Optional Cargo will be discharged here unless notice to the contrary be given immediately.
No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 19th instant, or they will not be recognised.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th instant, will be subject to rent.
Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.
Hongkong, 15th January, 1900. [31b]

Consignees.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.
THE Company's Steamship
"HYSON,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.
Goods not cleared by the 22nd instant, at Noon will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.
JARDINE, MATHESON & Co., Agents.
Hongkong, 15th January, 1900. [60b]

THE P. & O. S. N. Co.'s Steamship.
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:—
From Italy, ex S.S. *Thames*.
From Brazil, ex S.S. *Teia*.
Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.
Goods not cleared by the 22nd instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE, Superintendent.
Hongkong, 16th January, 1900. [5]

NOTICE TO CONSIGNEES.
STEAMSHIP "SAINT REGULUS," FROM NEW YORK AND STRAITS.
CONSIGNEES OF CARGO are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant, will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 22nd instant, or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 3 P.M. No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.
Hongkong, 16th January, 1900. [66b]

Intimations.

RIGAUD'S White Violet EXTRACT.
This fugative and delicate perfume is as persistent as an Extract for the handkerchief while as a Soap and Powder, it has been adopted by the most refined French Society.
10,000 White Violets equal each bottle of RIGAUD'S Extract.
PARIS.

MEE CHEUNG, PHOTOGRAPHER.
TOP FLOOR OF ICE HOUSE, IN Ice-House Road.
IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.
— Hongkong, 22nd September 1898. [40]

SIEN TING, SURGEON DENTIST.
No. 10, D'ARQUILLAR STREET.
TERMS VERY MODERATE.
Consultation free.
— Hongkong, 27th September, 1898. [39]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.
Notwithstanding that the AGENTS, not the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—
TULEHUN, American schooner, Melander, Master.

